(घ) मुख्य मंत्रियों के कार्यालयों से ऐसी कोई शिकायतें/लोक शिकायतें प्राप्त नहीं होती है। मुख्य मंत्रियों के कार्यालयो से प्राप्त पत्र राज्य के समग्र विकास, अधिक योजनागत आबंटन, लम्बित पड़ी केन्द्रीय परियोजनाओं आदि के शीघ्र निपटान आदि मुद्दों से संबंधित होते हैं ।

(ङ) पिछले 3 माह के दौरान मध्य प्रदेश और गुजरात के मुख्य मंत्रियों के कार्यालयो से कोई शिकायतें प्राप्त नहीं हुई है।

(च) प्रश्न नहीं उठता।

Demand of Diesel in Tripura

1966. SHRI ANANTRAY DEVSHANKER DAVE: Will the PRIME MINISTER be pleased to state:

(a) what is the monthly demand of diesel by agriculture, transport and industrial sectors, respectively, in Tripura, district-wise;

(b) what is the estimated monthly allocation for supply of diesel to Tripura as per the norms prescribed about its demand and supply at the national level;

(c) whether the State Government has sent any proposal to the Central Govemment for increasing the allocation of diesel, in order to balance the increasing demand of farmers, industrial units and the transport sector; and

(d) if so, what the Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) to (d) Diesel is not an allocated product. The demand for diesel is met in full all over the country including Tripura.

Approximate district-wise monthly consumption and the sector-wise consumption of diesel (HSD) in Tripura during 1995-96 are given in Statements I and II.

Statement — I

District-wise Month-wise consumption of HSD in Tripura in 1995-96.

(Figs, in MT)

Districts	April	May	June	July	Aug.	Sept.	Oct.	Dec.	Jan.	Feb.	March	Total
Dhalai	111	103	86	99	79	67	64	83	93	85	68	81	1019
Tripura North	564	597	470	546	367	519	452	493	576	582	553	637	6356
Tripura South	307	365	292	398	286	301	259	316	430	420	392	336	4102
Tripura West	1860	1776	1562	1930	1625	1766	1495	1733	1822	2033	1727	1930	21259
Total	2842	2841	2410	2973	2357	2653	2270	2625	2921	3120	2740	2984	32736

Statement — II

Sector-wise consumption of HSD in Tripura during the Year 1995-96.

(Figs, in MT)

A.	*DIRECT SALES:*	2.10
	State Transport Power	0.57
	Generation Others	1.33

		(Figs, in MT)
	INDUSTRY	
	Mining	2.07
	Other Cons./Industry Goods	0.01
	MISCEALLANCEOUS	
	Agriculture Misc.	0.06
	Services	0A14
	TOTAL DIRECT SALES:	6.28
B.	*Reseller*	26.46
	TOTAL (A + B):	32.74

Supply of Adulterated Petrol to Maharashtra and Gujarat

1967. SHRI SURYABHAN PATIL. VAHADANE: Will the PRIME MINISTER be pleased to state:

(a) whether Government are aware that adulterated petrol is being supplied by a factory in Gujarat to Maharashtra and Gujarat;

(b) whether it is also a fact that a raid had been conducted in a factory in Gujarat by the Civil Supplies Department of Maharashtra Government during the first fortnight of January, 1997, seizing adulterated petrol worth Rs. 65 lakhs;

(c) if so, what are the details thereof; and

(d) what action has been taken to prevent such activities?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) and (b) No, Sir. No such case has been reported to Government.

(c) Does not arise.

(d) In order to prevent adulteration of petrol, steps such as furfural doping of kerosene, blue-dying of kerosene, density check, regular/surprise inspections at retail outlets by field officers of the oil companies, inspection by Joint Industry Teams, mobile laboratories and officers of State Government enforcement agencies are carried out.

Action is taken against the erring dealers under the Marketing Discipline Guidelines. Action is also taken by the State Government enforcement agencies under the Essential Commodities Act and the MS/HSD Control Order.

Utilisation of Single Buoy Mooring by IOC at Hazira

1968. SHRI NILOTPAL BASU:
SHRI JIBON ROY:

Will the PRIME MINSITER be pleased to state:

(a) whether Indian Oil Corporation had proposed to utilise Single Buoy Mooring (SBM) of private party at Hazira, on hire, for import of diesel and export of Natural Gasolines;

(b) whether the proposal was accepted in principle by Govemment in 1995;

(c) if so, the estimated annual throughput of NGL and diesel to be handled by the above SBM; and

(d) the estimated annual cost involved in utilising the SBM for the estimated throughput?